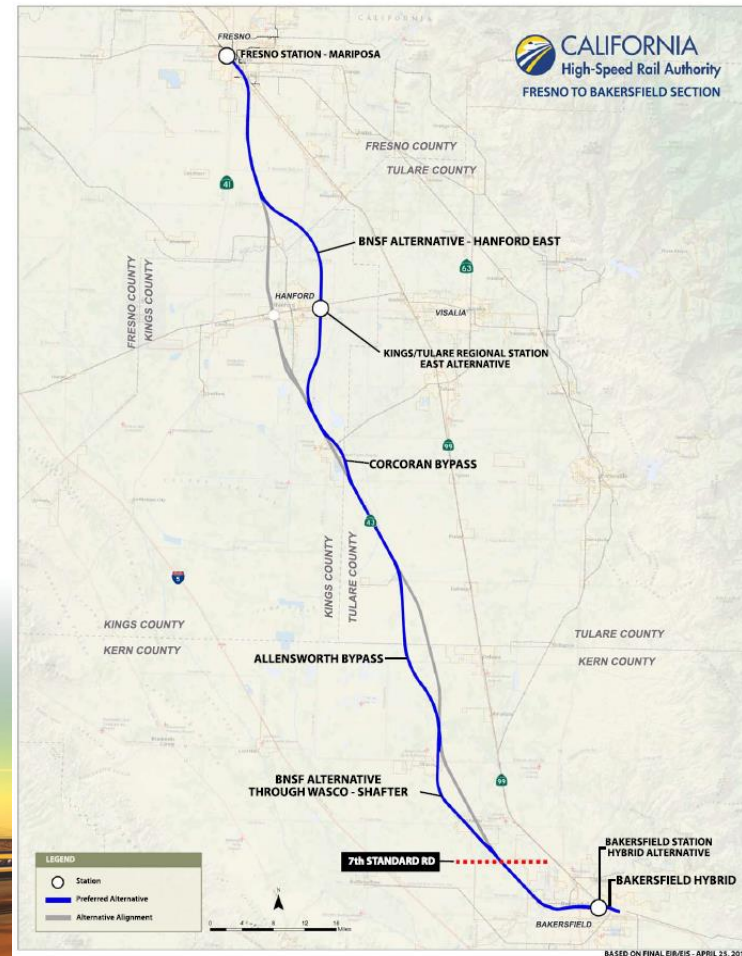


Alternative Alignments



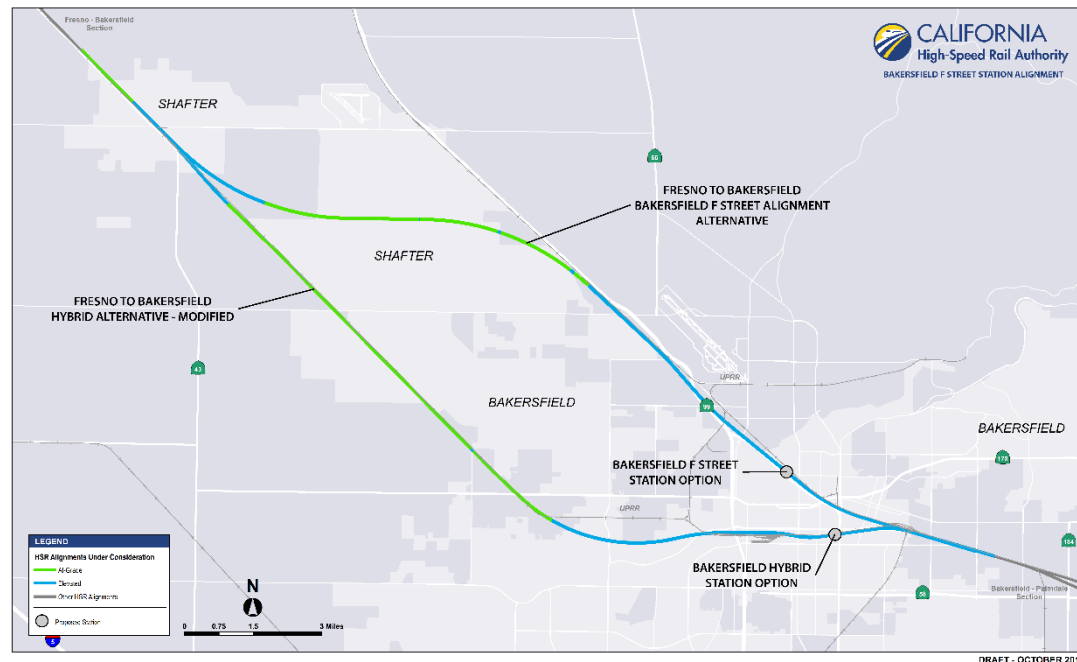
FRESNO TO BAKERSFIELD EIR/EIS

- 114-Mile Corridor
- Final EIR/EIS Certified in May 2014
- Preferred Alternative Includes:
 - » Parts of the BNSF Alternative
 - » Corcoran Bypass Alternative
 - » Allensworth Bypass Alternative
 - » Bakersfield Hybrid Alternative
- Three Stations:
 - » Downtown Fresno (Mariposa St.)
 - » Kings/Tulare Regional Station
 - » Downtown Bakersfield (Truxtun Ave.)



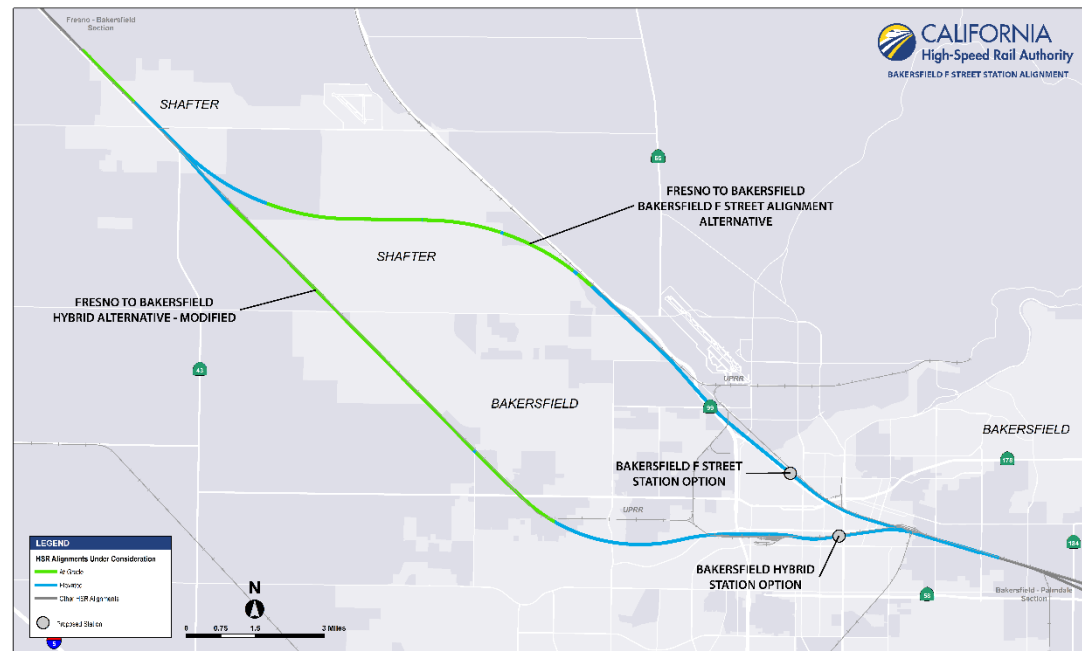
BAKERSFIELD HYBRID ALTERNATIVE

- Selected as the Preferred Alternative in the *Fresno to Bakersfield Section Final EIR/EIS*
 - Follows the Bakersfield South Alternative Alignment from Hageman Road to a station in downtown Bakersfield
 - Swings North of the BNSF Alternative alignment through East Bakersfield to Oswell Street
- Fewest Impacts to Water Resources, Churches & Residential Properties Compared to BNSF North & South Alignments



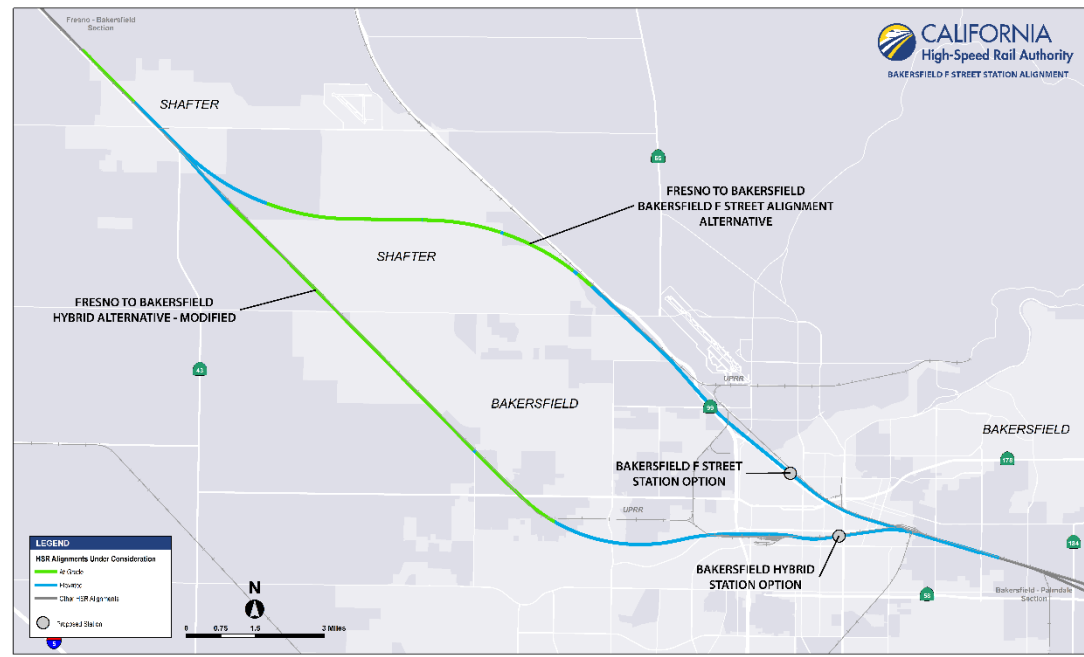
LOCALLY GENERATED ALIGNMENT: BAKERSFIELD F STREET STATION ALIGNMENT (BFSSA)

- 23-Mile Corridor from Poplar Avenue to Oswell Street
- 14-Miles of Viaduct (Bridge)
- Will Include a Station in Bakersfield at F Street and Golden State Avenue
- Parallels BNSF & UPRR Railroad Corridors
- Transitions Between Rail Corridors Mainly Through Rural Areas



BENEFITS OF BFSSA

- Shorter Alignment in Miles and Travel Times
- Reduction of Impacts to Residential Development and Schools
- F Street Station Location Stimulates Economic Development
- Connection to California Urban Centers
- Closes Rail Passenger Gap between Central Valley and Southern California

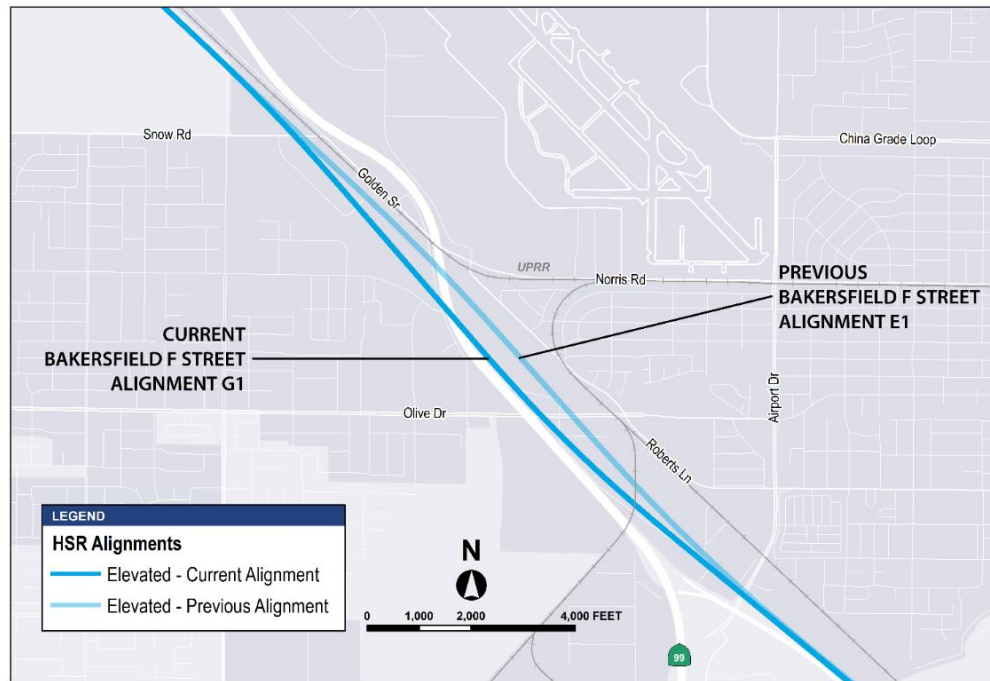


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LOCALLY GENERATED ALIGNMENT (BFSSA) REFINEMENTS

- **Refinement** since Aug. 25 & Sept. 17 Open Houses
 - » Per federal standards parcels have been identified that may contain historic structures
 - » The proposed alignment has been modified near Olive Dr. between 7th Standard Rd. and Sumner St.



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